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SECRET

GERMANY (Russian Zone)

Air/Military

DESSAU Airfield Sitrep (11 - 23 Sep 52)

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1. Lay-out: See Appendix "A".

2. Aircraft:

16.9.52: (a) Number: 50.

(b) Types: i) 48 IL-10s.
ii) 2 PO-2s.

3. Air Activity:

(a) By day:

i) 11.9.52: Visibility: Approx. 5 miles; speed of wind:
approx. 1 mph from 300°.

The controller's caravan was situated at approx. 300 m. before the West end of the runway, and approx. 100 m. to the North. Duty vehicles, including a fire tender, ambulance, 2 boxed-type trailer & 2 motor tankers were situated approx. 200 m. West of the controller's caravan. Approx. 200 m. North of the controller's caravan stood 5 IL-10s ready for take-off.

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Flying commenced at approx. 1334 hrs, and ceased towards 1730 hrs.

IL-10s took off, made single circuits of the airfield and also carried out local flying in flights of 30 mins. duration, before landing. Approx. 20 take-offs and landings were observed and aircraft numbers: 28, 12 and 20 were noted.

ii) 15.9.52: Visibility: Approx. 5 miles; speed of wind: 1 mph. from 360°. Cloud: 0/10 filling to 10/10 by 1700 hrs at 10,000 lowering to 3000'. General: Front blowing up.

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Flying/.....

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Flying was carried out in 3 PO-2s from 0800 - 1500 hrs. Aircraft carried out local flying in flights of approx. 30 - 35 mins. duration.

- iii) 19.9.52: Visibility: Approx. 5 miles; speed of wind: approx. 3 mph. from 180°. Low cloud approx. 3000' at 10/10. General: Bad flying weather.

The controller's caravan was situated at approx. 400 m. from the East end of the runway, and approx. 200 m. to the North. Duty vehicles were located approx. 300 m. North of the controller's caravan.

4 IL-10s taking part in the flying programme, were parked approx. 100 m. West of the controller's caravan.

Flying took place during the hours of 1400 - 1700, and approx. 25 take-offs and landings in IL-10s were observed.

Aircraft took off for a part singly, then in formations of 2 aircraft.

Local flights, each of approx. 45 mins. duration, were carried out, aircraft flying out of sight of the airfield on a heading of 180°, and 360°. [redacted]

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- iv) 23.9.52: Visibility: Approx. 5 miles; speed of wind: approx. 4 - 6 mph. from 200°. Low cloud, approx. 2400' at 10/10. General: Rain and drizzle.

From 1300 - 1500 hrs, single circuits of the airfield were made in 1 IL-10 aircraft with the number: 42.

(b) By night:

- i) 11.9.52:

Pre-flight:

Illuminations of the airfield consisted of a runway flare path of white lights placed along both sides of the runway, at approx. 5 - 10 m. intervals. A searchlight was located at the Eastern end of the runway, almost at the airfield perimeter with its beam directed towards the runway.

A further searchlight was located approx. 50 - 100 m. South of the runway end, and approx. 500 m. West of the above searchlight. The beam of this searchlight was directed towards the ground at an angle of approx. 270°, and swept an area, measuring approx. 200 x 100 m. Both searchlights came into operation approx. 1 min., but before the landing of aircraft, and remained on until aircraft had finished taxi-ing.

IL-10s/.....

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IL-10s took off singly, and in formations of 2, and carried out circuits of the airfield at approx. 1200 - 1600' before flying off on a direction of 360°. They returned to the airfield after approx. 25 - 30 mins. flying time, made a left-hand circuit, and landed. Aircraft carried navigation lights, red port, green starboard, and a white light under the rudder.

When landing, the aircraft were observed to carry a white light under the wing, which was presumably an undercarriage "out" indication.

Night flying commenced at 1930 hrs, and ceased towards 2230 hrs.

Approx. 12 take-offs and landings were observed.

ii) 18.9.52:

Night flying preparations were similar to those reported on 11 Sep 52. 1 searchlight was situated approx. 500 m. before the Eastern end of the runway. A further searchlight was located near to the air traffic control which swept an area of 360°, for a period of 1 - 2 min. every 5 - 10 mins.

Aircraft took off and landed on a flare path laid out on the grass.

Night flying took place in PO-2 aircraft which carried navigation lights throughout.

Aircraft took off, carried out flying at approx. 1500' in the near locality of the airfield.

Night flying commenced towards 1930 hrs, was still in progress at 2300 hrs when observation of the airfield was broken off.

4. W/T & Radar:

A W/T station, consisting of a W/T tender, aerial mast, and a small wooden hut, was located at point 5 at Appendix "A".


5. AA Defences:

The AA site remains unchanged.

6. Personnel:

It is estimated that the airfield is now occupied by 850 personnel of the SAF, of whom 150 were officers.

7. Vehicle Numbers:

 Driver was SAF. 1 officer and 1 working party for hut building on the Kühnauerstrasse carried, entered and left the camp.

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8/.....

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SECRET CONTROL-U.S. OFFICIALS ONLY**8. Remarks:**

- (a) A barbed-wire fence, consisting of 12 strands of barbed-wire, approx. 2.4 m. high, has been erected East of the runway.
- (b) Construction of the "U"-shaped ash heaps now **confirmed** as blast shelters, was continued [redacted]
[redacted] (see point 15 at Appendix "A").

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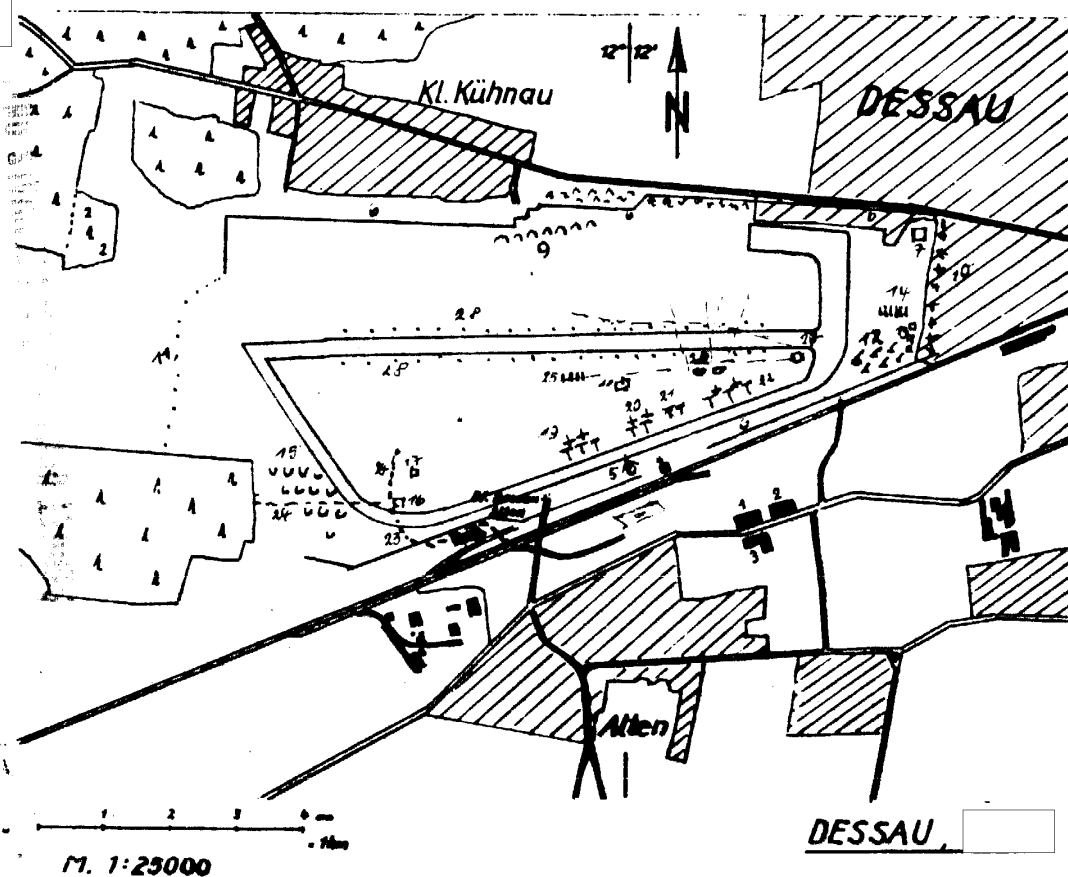
KEY TO APPENDIX "A"

- 1-3. Accommodation.
4. Air traffic control.
5. Static W/T Station.
6. Wooden fence.
7. IFA building (former JUNKERS air-frame shop).
8. Ash heap.
9. U-shaped ash heaps.
10. MG emplacement.
11. Holes for fencing posts.
12. 6 x 3.7 cm. AA Guns, Bofors type.
13. Tents.
14. 7 [redacted]
15. Further U-shaped ash heap.
16. Concrete bunker.
17. Wooden dug-out.
18. Controller's caravan.
19. 24 IL-10s.
20. 12 "
21. 2 PC-2s.
22. 12 IL-10s.
23. 4-wire telephone lines.
24. 2-wire telephone lines.
25. Duty vehicles.
26. 2 searchlights.
27. 1 searchlight.
28. White runway lights.

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GERMANY (Russian Zone)

Air

COTTBUS Airfield Spotscheck (from approx. 1130 - 1500 hrs 15 Sep 52)

1. Layout: See Appendix "A".

2. Aircraft:

(a) Number: 9 (the doors of the two hangars at 4 and 5 at Appendix "A" were open, but no aircraft could be seen inside).

(b) Types: i) 8 YAK-11s.
ii) 1 PO-2.

(c) Markings: See Appendix "B" for markings on the YAK-11s.

(d) Ground Staff:

i) The YAK-11s parked at point 49 at Appendix "A" were being refuelled from the 3 Tanker lorries standing nearby.

ii) The engines of the four YAK-11s, at point 48 at Appendix "A", were being worked on by approx. 15 ORs, and the engines were being run up.

3. Flying Activity:

(a) By day: No flying took place between 3 and 8 Sep 52.

5.9.52:

Weather: Visibility: 4 km; direction of wind:
from approx. 90°; speed of wind: approx.
3 mps; cloud base: approx. 800 m;
cloud cover: 10/10; general: overcast.

From/.....

-2-

From 0900 to 1230 hrs. YAK-11s took off on individual flights in a direction of approx. 90°, flew a left-hand curve and came in to land from the direction of approx. 270°.

From 1230 to 1400 hrs, the aircraft practised formation flying, at first in pairs, then in fours, and finally eight aircraft, flying in two groups of four in star-board echelon. The flights lasted approx. 25 mins.

10.9.52:

Weather: Visibility: Approx. 6 km; direction of wind: from approx. 45°; speed of wind: 5 - 7 mps; cloud base: approx. 1000 m; cloud cover: 8/10; general: clear.

Flying took place between 0800 and 1330 hrs. At intervals of approx. 5 mins, a YAK-11 took off in a direction of approx. 90°; flew a left circuit and came in to land from a direction of approx. 270°.

At irregular intervals, a YAK-11 practised aerobatics. The aircraft performed a half roll to port and flew upside down in a large circuit, and another half roll to port and then flew on in its original direction:

11.9.52:

No flying took place.

12.9.52:

Weather: Visibility: approx. 1 km; direction of wind: from approx. 90°; speed of wind: approx. 6 mps; cloud base: approx. 600 m; cloud cover: 10/10; general: rain.

At 1615 hrs, a YAK-11 was seen circling over the airfield. The take-off or landing of this aircraft was not observed.

13 & 14.9.52:

No flying took place.

15.9.52:

Weather: Visibility: approx. 6 km; direction of wind: from approx. 270°; speed of wind: approx. 3 mps; cloud base: approx. 800 m; cloud cover: 10/10; general: hazy.

Individual/.....

-3-

Individual flying took place between 0900 to 1530 hrs, when YAK-11s took off singly, at intervals of 2 - 4 mins., on a bearing of approx. 270°, flew a left-hand circuit and came in to land from a direction of approx. 90°. The flights were at a height of approx. 300 to 500 m., and lasted approx. 3 - 5 mins. Occasionally one of the aircraft would circle the airfield before landing.

At 0900 hrs, a PO-2 coming from the direction of approx. 120°, landed at the airfield.

16.9.52: Weather: Visibility: approx. 7 km; direction of wind: from 90°; speed of wind: approx. 4 mps; cloud base: approx. 700 m; cloud cover: 10/10; general: overcast.

Between 1000 and 1400 hrs, YAK-11s took off individually at intervals of 2 - 3 mins., in the direction of approx. 270°, flew a left-hand circuit, and came into land from a direction of approx. 90°. The aircraft flew at a height of approx. 400 m. and the flights lasted 4 - 5 mins. Occasionally one of the aircraft circled the airfield before landing.

(b) By night:

No night flying took place between 3 and 16 Sep 52.

4. Runways, Taxi-Tracks & Flying Aids:

No change.

5. W/T & Radar Equipment:

No change.

6. Buildings:

No change.

7. Personnel:

(a) The number of personnel at the airfield remains unchanged.

(b) The recently arrived SAF detachment is divided into three groups for training purposes.

i) One group at present receives instruction on the aircraft.

ii) Another group is being trained in take-offs and landings.

iii) The third group practices formation flying and aerobatics.

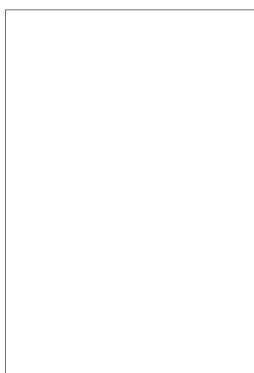
The Volkspolizei detachment at the airfield takes part in the aircraft instruction with group one (i) above.

8/..... /

-4-

8. Vehicle Numbers:

The following vehicles were seen entering or leaving the airfield.



SAF driver, mate and 2 ORs. Carrying straw.
Entered the airfield.

-do-

SAF driver and mate. Empty. Left the airfield.
SAF driver, mate and 4 ORs. Entered the airfield.
SAF driver, mate, and 3 ORs, also 2 VOPOs. Left
the airfield.

Driver and mate with red/black sbds. 2 VOPOs.
Left the airfield.

SAF driver, mate, and 3 ORs, carrying vegetables.
Entered the airfield.

SAF driver and mate. Empty, left the airfield.

The other carrying straw were seen entering the airfield,



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9. AA Sites:

No change.

KEY TO APPENDIX "A"

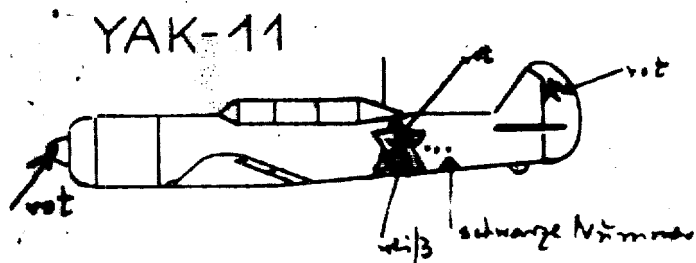
- 1-2. Hangars.
3. Flying control building.
- 4-7. Hangars.
8. Main repair workshops.
9. Boiler house.
10. Butts.
- 11-12. Runways.
- 13-19. Taxi-tracks.
20. Hard standings in front of hangars.
21. 1 m. wide red stripe across main runway at N/E end.
22. " " " " " " " " S/W "
23. Flying lane off the main runway at S/W end.
24. 3 x 30 cm. high red lamps.
25. -do-
26. Approx. 30 cm. high white barrels either side of the main runway.
27. Fuel store.
28. Road from Burger Chaussee to WINDMUEHL Settlement.
29. Spur railway line to airfield.
30. Fencing.
31. Partially completed 2 m. high wooden fence.
32. Warning boards for Germans.
33. Road barrier on Burger Chaussee with sentries.
34. Road under repair.
35. Domestic Site of flying personnel.
36. Domestic Site of divisional personnel.
37. AA personnel's quarters.
38. Flying personnel's quarters in WINDMUEHL Settlement.
39. FLAK Kaserne.
40. Accommodation for SAF rear party.

-5-

41. Workshops for German employees.
 42. Transformer house.
 43. 2 newly built barrack huts, unoccupied.
 44. 4 " " " " partly occupied.
 45. W/T Station.
 46. Vehicle park (unoccupied).
 47. Evacuated AA positions.
 48. 4 parked YAK-11s.
 49. 2 " "
 50. 2 " "
 51. 1 " PO-2.
 52. 3 Tanker [] refuelling 2 YAK-11s.
 53. 6 parked [] on the vehicle park.
 54. SAF double roving sentries, armed with machine carbines on Main Runway.
 55. SAF dou -do-
 56. Volkspolizei double roving sentries with machine carbines patrolling the area West of the Main Runway.
 57. SAF double guards, with machine carbines, at road block 33 above.
 58. Double guards with machine carbines, posted at W/T station (45 above).
 59. SAF double roving sentries, with machine carbines, patrolling the area around the fuel store.
 60. Double roving sentries, black/red sbds, with machine carbines, patrolling the Domestic Site (37 above).
 61. SAF double guards with machine carbines, posted at the Domestic Site (38 above).
 62. Double guards with black/red sbds and machine carbines, posted at the S/E corner of the airfield.
 63. Points of observation.
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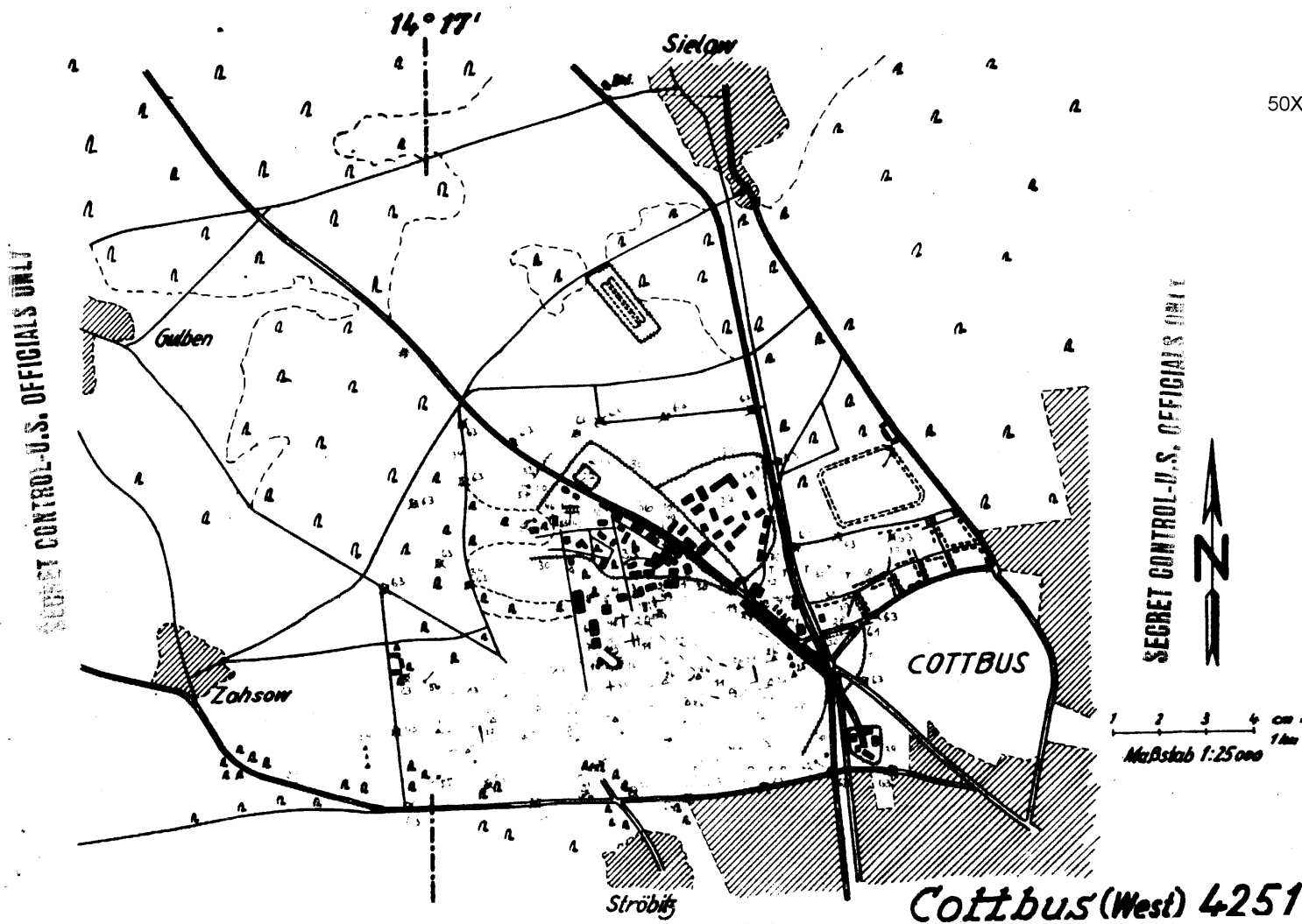
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